

The AMCCO LOG

Published by Astoria Marine Construction Company Workers

VOL. 2

ASTORIA, OREGON ★ SEPTEMBER, 1952

NO. 3

WELCH TO COACH AT ASTORIA HIGH

New assistant football coach at Astoria high will be Norman Welch, son of AMCCO's Bill Welch. He will also be assistant basketball and head baseball coach, replacing Jerry Long, who goes to Rainier as head football coach.

Welch, 23, is a bachelor of science graduate of Linfield college. He attended grade and high school

in Westport. At Linfield he trained under Roy Helser, former Beaver baseball pitcher.

Besides his sports activities, Welch will teach social science classes. His first position as a coach and instructor will climax a summer of semi-professional baseball at La Grande.

LOST TIME ACCIDENTS

August

ARCHIE WIRKKULA (Fastener) Moving glue machine - hit right shin. Severe bruise, rt. shin. Lost 4 days.

REINO MATTILA (Electrician) Fell while carrying a motor, striking rt. leg. Severe bruise. (Thrombo-Phlebitis) Lost 3 days.

ALFRED OLSEN (Clean up man) Struck on head by falling scaffold. 8/14/52. In hospital 1 week. Still off.

JOHN BLOOM (T. P. Laborer) Cleaning tanks. In contact with solvent. Burn on left leg.. Lost 5 days.

ALFRED LAWRENCE (Painter's helper) Operating a disc sander. Deep Laceration on right leg above knee, requiring sutures. Probably will lose only 1 day.

(Cont. on Page 7, col. 3)

AMCCO WINS HONORABLE MENTION



In the recent Aquatic Parade, one of the features of Astoria Regatta, our float which depicted naval, commercial and pleasure craft built by AMCCO, was awarded honorable mention.

TONGUE POINT SAFETY HEAD TALKS AT AMCCO

Louis Washer, Tongue Point safety program specialist, gave AMCCO's safety committee a short off-the-cuff talk August 11. He stressed that safety is good business for everyone at AMCCO. "No Lost Time Accidents means a full check for every employee," he said.

Washer discussed the importance of wearing personal protective equipment such as hard hats, goggles and gloves.

He pointed out that due to the type of construction involved, a high potential of head injuries exists at the L & C yard, making it possible for material and tools to accidentally fall from high places.

Other points emphasized by Washer were adequate guarding of machinery and immediate reporting of all injuries regardless of how minor they might seem to be.

NAVY CHARITY CARNIVAL - OUTSTANDING SUCCESS

The Navy's Charity Carnival went off with a bang, and Navy spokesmen said that after the smoke settled, there was \$11,000 in the till net, and about 11,000 people recorded in attendance.

AMCCO donated a deep freeze to the prize list, and Mrs. Henry Gjovik, 370 34th street, Astoria, came up with the right number.

Mrs. Elmer A. Finnilla, Naselle, got the prized Old's 88, Mr. Mellotoshi, Portland, took the outboard motor, R. W. Kerrs, Navy Heights, copped the wash drier, and William P. Paulson, Astoria, went away with a TV set in tow.



Proceeds of the carnival will go towards many charitable causes, the Navy said in expressing their appreciation to all those people who supported the carnival and made it a success.

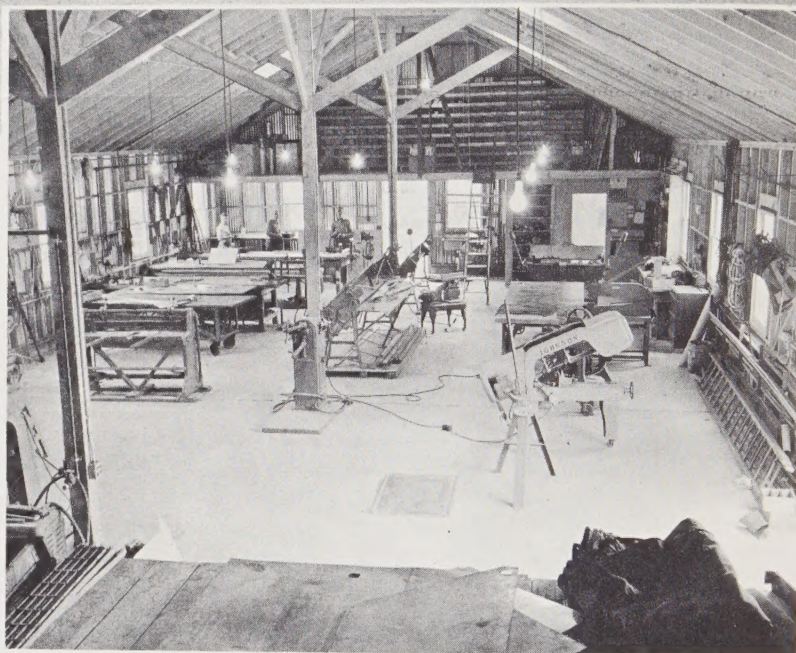
AMCCO LOG

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Company Workers

VOL. II --- NO. 3

Gene W. Hall.Editor
Joe Tursi.Assoc. Ed.
Allen Bernhoff. . . .Assoc. Ed.
Grace Parsons. .Womens' Editor
John Griffith.Sports
Bill Roundy.Cartoonist
Paul Hedman . . .Photographer

RICE'S SHEET METAL WORKS



INQUIRING REPORTER

AMCCO's Inquiring Photographer captured random answers when he queried yard men on which convention was most interesting from the radio listener's standpoint.



Clark Babcock, TP assistant senior storekeeper for the past year -- "Republicans had the most interesting convention. They really showed signs of strength and they might be elected this fall. They haven't had anybody running for a long time but they finally did this time."

NEW SHEET METAL PLANT AT AMCCO

An addition to the landscape about the Lewis and Clark yard is George Rice's new sheet metal works. The shining corrugated walls and roof of the long, narrow building house George's many tables, tools and equipment.

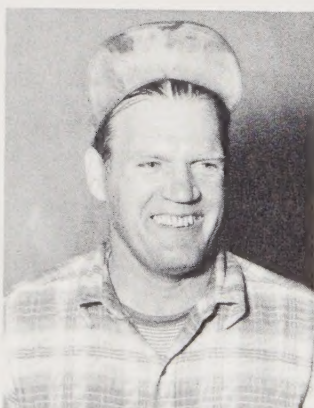
The shop, completed June 20, replaces the space maintained by George and his crew in the AMCCO plant for the past eight years. It contains much of his old equipment, new metal band saws and a new high frequency welding machine using a process for non-ferrous metals such as aluminum, steel or brass.

A crew, ranging from 11 to 30 men, do all types of sheet metal work under the supervision of foreman Dale Wahlstrom. Chief attention is given to construction of ventilation equipment under sub-contract, for AMCCO-produced ships, both for Lewis and Clark and Tongue Point plants.

George formerly owned a shop in Roseburg, after leaving Astoria 25 years ago. Aside from his work, he's interested in baseball and fishing.



Thomas William Borden, fourth-year machinist at TP-- "I would say that they were both good men so that it would be hard to say which convention would be the more interesting."



Sven Osterholme, TP labor lead man for four years-- "Both were interesting. I didn't pay any attention to either, though, to tell the truth."



Ray Anderson, electrical lead man at TP for four years-- "The Republican convention was the most interesting. It was a good change from hearing of nothing but the Korean war news."

THEY'RE LISTENING IN ON THE PARTY LINE



Free speech is an American heritage. We Americans like to exercise our freedoms.

I am not one of those who believe that Americans talk too much, but I do believe that we have in our defense production effort some individuals who, either through overeagerness or ignorance, talk too much about classified subjects.

The Free World is faced by a dangerous enemy who is determined to destroy our way of life through one means or another, and deprive free men of their privileges. Because of this, we ought to be on guard against talking too much about subjects relating to our national defense.

Remember, foreign agents are listening. Agents listen for scraps of information which, when pieced together, create a pattern of information of new developments, production rates and specifications on new weapons, which we are building to defend ourselves against this power which seeks to destroy us.

The men and women in American industry are our home front strength. Your know-how and skill create production and keep the wheels turning. You have an additional responsibility, which is to keep secure information concerning the work you are doing.

1. WHO not to talk to: To strangers or to anyone not directly concerned with your job.
2. WHERE not to talk: In public places--bars, restaurants, busses and street cars, waiting rooms--or any place where you might be overheard.
3. WHEN not to talk: When you are away from the job--when you are with strangers--when you are in a crowd.
4. WHAT not to talk about: Don't talk about production figures, the number of employees where you work, new equipment, plans for expansion or the performance of new equipment and weapons.
5. WHY not talk about your work? Trained enemy agents pick up odds and ends of loose conversation and gossip. By piecing them together, they obtain information of value to them.
6. HOW to protect your job, your machine, your country. PROTECT INFORMATION ABOUT YOUR JOB. Use common sense in discussing your plant and its operation.

REMEMBER: THEY ARE LISTENING ON THE PARTY LINE.

DAN A. KIMBALL
Secretary of Navy

"SCOTTIE" RENNIE ADDS A BIT OF SCOTLAND TO ASTORIA

"Scottie" is Scotch... from the songs that he sings to the 13 yards of Royal Stewart tartan scotch plaid of the costume he wears for his special entertainments.

Jack "Scottie" Rennie came to AMCCO two years ago to be a machinist at Tongue Point. He formerly worked for Columbia River Salmon company. Born in Glasgow, Scotland, November 9, 1889, "Scottie" came to Newberg, Oregon, in 1906, when he was 17 years old.

The day after his arrival he took out naturalization papers. He then was a horsetrainer. Three years later he came to Astoria. The stage attracted his attention. He began singing Scottish ballads, dancing and playing bagpipes for social functions.

Becoming a familiar theater attraction, he traveled as "Scottie" Rennie. Favorite songs were "I Love a Lassie", "Romping in the Glomring" and "It's Nice to Get Up in the Morning".

During the first World War, "Scottie" assisted in a government recruiting program, singing in all parts of Oregon. He joined the army in 1917, and did some dancing and singing in his kilts before troops as an individual entertainer.

In Astoria, "Scottie" has often performed for lodge meetings and other programs. He last entertained at an American Legion Auxiliary meeting. In addition to the bagpipes, he plays drums.

The plaid of his costume is accented by the white strands of horsehair known as the "sporrán," which hang from his front waist to the bottom of his kilt. He also carries a crooked stick, the branch of an



apple tree.

"Scottie" likes to remember the time he was slated for a Portland performance and was arrested by a rookie cop on his way to the program. The cop picked him up for carrying a knife over four inches long. At the station, the desk sergeant noted the unique attire, and turning to the rookie, said "That knife is a part of this man's uniform, and it wouldn't be complete without it." "Scottie" was released immediately, but had to explain to the group why he was late for the show.

He and his wife, Etta, were married in 1920, and have one son, John Russell Rennie, who lives in Seattle.

FIRST AID SQUAD



Center: Bess Tenny (Nurse). Front Row, (Left to right looking at picture): Clarence Kulland, Heinz Fick, Deauard Swindler, Joe Tursi, Bill Earl, Glen Kamm, Earl Pickering, Chuck Moore. Back Row: Charles Trullinger, Gordon McGougan, John Puranen, Leland Westley, Bill Maki, Pete Miller, Charles McInnis.

NAVY INDUSTRIAL MANAGER'S OFFICE ACTIVE IN ASTORIA

**THIS IS THE SECOND IN A SERIES OF ARTICLES
ON THE NAVAL ESTABLISHMENT IN ASTORIA**

Cdr. W. J. Peterson, assistant industrial manager, USN, Astoria, works directly under the Industrial Manager, Thirteenth Naval District, Rear Admiral H.E. Haven, who is also Commander of the Puget Sound Naval Shipyard, Bremerton, Washington.

Performing activation, repair and overhaul of Naval vessels in the Astoria area is the purpose of the AIM, Astoria. In addition to the Astoria area, the AIM also

covers the Portland area.

The principal work is the repair and overhaul of vessels of the Pacific Reserve Fleet along with the activation of a large number of vessels, both for the United States and foreign governments.

Money spent in the Astoria and Portland areas during the period from July, 1951 to July, 1952 was six and one half million dollars, of which 60 per cent was spent in Astoria. All of this money went

for the repair, activation and overhaul of Naval vessels.

The office of the AIM, Astoria, awards ship repair contracts after competitive bidding. Portland contractors use the Port of Portland facilities and the Astoria contractors make use of the floating dry-docks and other facilities at the U.S. Navy station, Tongue Point.

The combined officer and civilian personnel of the AIM office consist of 16 officers and 77 civil service employees.



LCDR. B. M. MENARD
Administrative Office

AIM Astoria. He has the collateral duty as special assistant to Commander Peterson. Lt. Commander Menard has been with AIM Astoria for a year. He formerly was stationed at Puget Sound Naval Yard.

CDR W. J. PETERSON
Assistant Industrial Manager, Astoria

CDR Peterson has the big job of coordinating all the work of the AIM office Astoria. He has had many years of experience in the Navy ship repair and overhaul department. He has 16 officers and 77 civil service employees under him in the AIM office. CDR Peterson has jurisdiction over all of the work of ship repair, overhaul and activation in both the Astoria area and a branch office in Portland. He is also the Supervisor of Shipbuilding and Naval Inspector of Ordnance.



HERE IS THE GROUP THAT HEADS UP THE ASSISTANT INDUSTRIAL MANAGER'S OFFICE



CDR J. H. REDDING
Inspection Officer

CDR Redding is the head of the ship inspection division of AIM Astoria. He was formerly working under the Bureau of Ships. He works closely with the AIM Astoria in the ship inspection program.



LCDR R. O. DION
Planning Officer

LCDR Dion is the planning officer for AIM Astoria and serves under CDR Peterson. He was recalled into active duty last January from his civilian job as plant superintendent of the Dorchester Fabrics company in Somerville, S. C. His office has charge of the issuance of specifications for bidding on ship contracts.



LCDR J. M. SALYARDS
Contract & Materials Officer

LCDR Salyards is the legal officer of AIM, responsible for the paperwork that goes into the making of contracts. He worked in civilian life as a Contract Engineer at the Hanford Works of the General Electric company.



LT. W. J. LESEMAN, Jr.
Planning & Estimating Officer

Lt. Leseman is the chief planning and estimating officer of AIM Astoria. Another of his duties is as the Urgency Program Coordinator.



LT. W. H. PELLETREAU
Asst. Inspection Officer

Lt. Pelletreau works in the ship inspection department of AIM Astoria. His job is one of the essentials of AIM ship overhaul and repair work. He works with Hilding R. Olson, Chief Ship Inspector.



LT. J. W. BOYD
Assistant Inspection Officer

Lt. Boyd is an assistant in the ship inspection division, working under CDR Redding. He just recently came to Tongue Point from Yokasuka, Japan, where he worked in ship repair work there.



ENS J. J. STANLEY
Assistant Inspection Officer

He graduated along with ENS Shroeder from Officers Candidate School in Newport R. I., seven months ago. He came here from duty in Bremerton, and is a graduate of the University of Minnesota. He has been with AIM Astoria for about two months, and is an assistant inspection officer.



ENS W. SHROEDER
Assistant Planning & Estimating Officer

ENS Shroeder graduated from Officers Candidate School seven months ago, and served for six months at Bremerton. He graduated from OCS at Newport, R.I., and is a graduate of the University of Texas. He works under Lt. Leseman, the Planning & Estimating Officer.



HILDING R. OLSON
Chief Ship Inspector

Hilding has been in civil service for 27 years, and has just recently come to AIM, Astoria from Yokahoma, Japan, where he was doing the same type of work as a ship inspector. He is married and lives in Astoria.



AL LUXTON
Chief Planner & Estimator

Al is the head of civil service personnel who prepare work specifications and is the senior civilian officer. He came down from Seattle after the last war from the AIM there. His daughter, Elva Iverson, works in the office.



STAN GREENLAW
Materials Expediter

Stan has been in civil service for 12 years, and is a key figure in the AIM ship repair program. His job is to obtain critical materials from all over the country in time to be used for repair work. He will leave the AIM service sometime next month to go to dental school at Pacific University at Forest Grove.



ERMYL JONES
Chief Clerk

Emyl has been in civil service for many years, and is the head of all the women employees of AIM. Her job is to supervise and direct the operations of the female help.

TONGUE POINT SECURITY AND SAFETY OFFICIALS VISIT LEWIS & CLARK YARD



Left to right: Paul Chalmers, AMCCO, Security and Safety Director, E. L. Thorpe, Assistant Fire Chief, Tongue Point Naval Station, L. R. Washer, Safety Director, Tongue Point, Lt. A. T. Burum, Security Officer, John Keatley, R. Admiral Retired, AMCCO Technical Advisor.

Recently, Lt. A.T. Burum, Navy Security Officer stationed at Tongue Point, along with E.L. Thorpe, Asst. Fire Chief and L.R. Washer, Safety Director spent the greater part of a day at the Lewis & Clark Yard in-

specting our facilities. Lt. Burum was very complimentary in his praise of our fire fighting equipment and our security program. Safety meetings are a constant part of our program at AMCCO.

Elenore Peterson, wife of Shenny, snagged a 34 pound 5 ounce fish to take the lead, September 2, in the Elks Derby. The fish won her the daily prize, eight pounds of bacon and free mixes at the Fur Trader lounge. But Sheeny didn't have a bite.

There is the sad story of Harold Dahlgren, boss of the electrical department. He went out five times and never got a thing!

Harold's cohorts Joe Bowlsby, electrical assistant superintendent, and Red McHale, electrical superintendent, both have been out and haven't had a strike either.

Rumor has it that Lou Smith, pipefitting foreman at Tongue Point, might possibly have his boat ready for fishing in the 1953 Salmon Derby.



Lois Grant, our archery enthusiast, is doing okay for herself. She recently won a medal in the women's tournament at Seaside and was awarded first prize at the Mist field tournament. Lois is in the purchasing department at the Lewis and Clark yard. She and her husband Bob plan to try their skill during the deer season in southeastern Oregon.



OPENING GROCERY STORE---Ernie Stevens, former AMCCO crane operator at the Lewis and Clark yard, recently opened a new grocery market at Miles Crossing. The name of the store is the "Hy. # 101 Market". From the boys at AMCCO, Ernie, we wish you a lot of success in the new venture.



BELIEVE IT OR NOT BY SVEN

Sven Osterholme, Tongue Point rigging leadman, upon arrival home from the European theater of operations, was confronted by family and friends on the subject "What did you do to help win the war?"

This being the moment he had dreamed of for many months (knowing him as we all do), Sven lit a Kool, took a large drag, relaxed in an arm chair and told the following---

"Well---it wasn't much, but it was like this--We were crossing the English channel from Southampton to the Normandy Beach. I was assigned duty on one of the tail Anti-aircraft guns first night out. Suddenly word came up from below---SUBMARINE---Oh, yes, we were worried, but from past experiences we knew that the sub would not try to sink us till daylight.

"All night long we watched the wake left from the periscope of the sub. It was only a few minutes before dawn that I finally came up with the only solution to the situation. Since we had no deck guns and knew that small arms fire would be useless against the monster of the deep I called for all the O.D. (Olive drab) paint that could be located aboard ship to be brought to stern.

"We poured gallon after gallon of paint over the stern just as the grey light of morning was showing over the horizon. The paint floated rapidly back towards the sub which was now beginning to surface slowly. Success was ours."

"The paint completely covered the glass of the periscope as the sub came up---up---ever upward. Then one of the most amazing phenomena in history took place. Since the submarine commander couldn't tell when he was completely surfaced because of the paint he kept coming up and up until he was in range of our Anti-aircraft guns and we promptly sank him." (And he tells it for truth!)

In Memoriam

The fellows and gals at the Lewis & Clark yard have lost a very loyal friend. He was only a little dog; I don't think he had a pedigree, and no one ever learned his name, or to whom he belonged. Maybe that is because he never actually filled out an application for employment. He just took it for granted that Astoria Marine's Lewis & Clark Yard would be a mighty fine place to work, so he reported in. He was soon given the name "AMCCO", I think, because he reflected the friendly feeling of comradeship that prevails here.

We never had to check on him because of "absenteeism", because he reported every day to his foreman, Bill Earl. Sometimes he "hitched" a ride to work with Bill, and very often shared his lunch. "AMCCO" had an excellent Safety Record. He did drop in to First Aid quite regularly, but only to pass the time of day, or to check on some of his pals who had not observed the Safety Rules as carefully as he.

Yes, he was a grand little guy, but he won't be with us any more. Someone ran over him last Wednesday night. I don't like to think it was "AMCCO'S" fault. His safety record was too good.

If little "AMCCO" is in Doggies' Heaven-there must be some place where good dogs go-we hope he knows that a lot of people miss his happy little face, and the friendly wag of his tail.

SOCIAL NOTES

The accounting department was sorry to lose Marge Flateau. Marge left for San Diego to be with her husband who is in the Coast Guard.

Florence "Flossie" Jackson, vacationed in Canada with her husband.

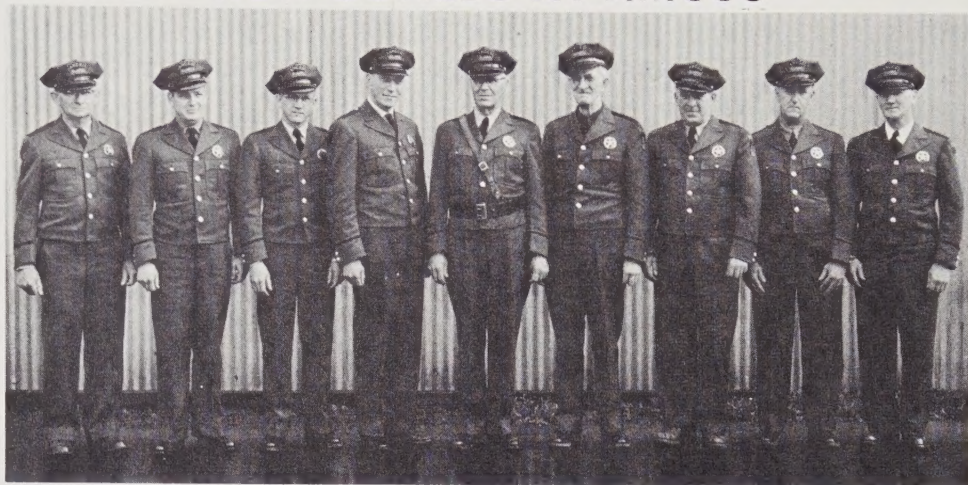
Janice McCall left August 30 for New Orleans where she is visiting her folks, whom she has not seen for four years. She will be away about a month.

A new member of the accounting department is Gloria Harestad, formerly with the AIM office at Tongue Point.

Eleanor Swanson, Lewis and Clark's golden-voiced switchboard operator, is wearing a diamond engagement ring. The lucky fellow is Andy Ewenson in the L and C machine shop. No date has been set yet for the wedding.

Florence Wheeler, niece of Personnel Manager Gene Hall, is a New York visitor to Astoria. She is the daughter of Gene Wheeler, who was one of the owners of Wheeler Shipyards in New York, a leading ship builder during the last war, specializing in minesweepers. Florence intends to tour the AMCCO yards. She is a Colorado college engineering student.

NEW GUARDS AT AMCCO



Left to right: James H. Field, Robert E. Fletcher, Wm. R. Norman, James E. Morris, Chief E. Henderson, Jack R. Howard, James W. Gibson, Ivan O. Farley, James D. Moberg.

With this picture we introduce the AMCCO guards, the latest addition to the Lewis & Clark plant and Port Docks No. 2. Conforming the Navy requirements, the armed guard is on duty twenty-four hours a day at both establishments and will serve also as traffic directors and information officers. And will assist the First Aid and fire crews in case of emergency.

Paul Chalmers, the Security Director, is desirous that all employees feel free to call upon guards for help and information at any time.

Chief Guard is Elliott Henderson who has been with AMCCO for some time and is thoroughly experienced in plant security and public relations.

AMCCO KNOT SPECIALIST



Walter Wilkins, chief rigger at AMCCO, is shown here displaying all types of knots, both of rope and of wire. Walter, a rigger with AMCCO for many years, has been working on his display board for quite some time. On the Pacific Coast he is recognized as a "Champion" in his line. Walter has helped a number of authors who have written on the history of knot making. The display of knots will be put up in the window of the downtown AMCCO office.

Congratulations go to Robert G. Murdock, Tongue Point machinist, who became the father of an 8 pound 2 1/2 ounce boy September 3. The baby was named Michel Jay Murdock.

(Cont. from Page 1, col. 1)

SAFETY SCORE

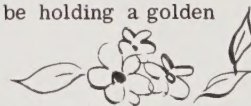
LOST TIME ACCIDENTS

L & C Yard..... 4
T. P..... 1

We went 13 days without a time loss accident. Last one was on 8/28/52.



August Suominen and his wife Sophie recently celebrated their 35th wedding anniversary on August 27th. It was here in Astoria back in 1917 that the Suominens were married. It won't be too long before they'll be holding a golden anniversary.



**INFORMATION AVAILABLE AT
ALL TIMES FROM PERSONNEL
OFFICE OR TIME OFFICE...**

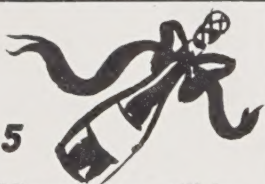
AMCCO BIRTHDAYS IN SEPTEMBER



9/2 Hugo Ahrens
 9/2 Stephen T. Honan
 9/2 Gustaf W. Osterholme
 9/2 Earl Pickering
 9/2 James L. Robinett
 9/2 Melvin J. Wold
 9/3 Leonell M. Sagen
 9/4 Sammy Lougee
 9/5 Harry A. Rosendale
 9/5 Alvin L. Irwin
 9/6 Everett W. Johnson
 9/7 Elmer U. Brown
 9/8 Arthur Burgess
 9/9 Charles W. A. Pacholke
 9/9 William J. Polkey
 9/9 Armas A. Riekkola
 9/10 Frederick W. Deaver
 9/11 Donald F. Fastabend
 9/12 Eleanor I. Swanson

9/12 Clifford W. Wilson
 9/13 Nethaneel Christensen
 9/13 William C. Lund
 9/14 Robert D. Langa
 9/15 Henry Parssinen
 9/16 Clay L. Davis
 9/16 Edward L. Peldo
 9/17 John B. Abram
 9/17 Norval W. Osborn
 9/17 William Maklin
 9/18 William A. Eilo
 9/18 Edwin R. Salme
 9/19 Charles J. Moore
 9/19 Elisha B. Page
 9/20 Patrick J. Fitzgerald
 9/20 Joseph Peschl
 9/20 Roy E. Van Kleeck
 9/21 Edward H. Clancy
 9/22 Herbert Burkhardt
 9/22 Truman B. Cook
 9/22 Frederick Gedenberg
 9/23 Donald T. Forsteman
 9/23 Don Fredericks
 9/23 Theodore R. Mathews
 9/24 Clifford A. Magnuson
 9/25 John W. McCrum
 9/25 Robert W. Heino
 9/25 Minot E. Mitchell
 9/26 Oscar Chillquist
 9/26 Ragnar J. Selbeck
 9/26 Walton Anderson
 9/26 Charles T. Trullinger
 9/28 Leonard J. Solminen
 9/28 John H. Stiles
 9/29 Olavi E. Hietaharju

AM-425



First of 5 Minesweepers will be launched at AMCCO Lewis & Clark Yard during the month of September at a date to be announced by the Navy.

Sing a song of sixpence
 A pocket full of dough,
 Put it all in Payroll Savings,
 Bonds make more dough, you know!
 When the Bonds have all grown
 One or two decades from now,
 Your little song of sixpence
 Will be beat a mile - and how!

For your country's security and your own - buy U.S. Defense Bonds on Payroll Savings.

new mates

FOR SEPTEMBER



Name	Badge No.	Occupation
Kermith Barr	1615	Laborer
Leif Enge	681	Shipwright
Carl A. Eastland	1617	Machinist
Trygve Tetli	1617	Machinist Specialist
Gloria M. Harestad	666	Billing Clerk
Oliver Layzell	645	Watchman
Joseph R. Howard	614	Armed Guard
William R. Norman	646	Armed Guard
Charles A. Marshall	1625	Machinist
Robert E. Fletcher	665	Armed Guard
James E. Morris	664	Armed Guard
Lauri V. Kortela	668	Shipwright
Elisha B. Page	1628	Sandblaster
Frank O. Taylor	670	Machinist
Fred G. Mau	1629	Machinist
Ragnar J. Selbeck	636	Shipwright Helper
Richard M. Floyd	692	Machinist Leadman
Marvin H. Belcher	1631	Machinist
Fred H. Goyt	1630	Machinist
Allen M. Cummings	1911	Machinist
Roy W. Rambo	603	Pipefitter
Justin C. Purkerson	602	Shipwright Helper
Elmer H. Brown	601	Shipwright
Minot E. Mitchell	1632	Machinist
Jack Johnson	605	Laborer
John S. Bozanich	1633	Machinist Specialist
Elmer Wilson	609	Laborer
Robert B. Kanoff	608	Laborer
John Helzer	1634	Pipefitter Specialist
Gerald L. Crapser	607	Pipefitter Specialist
Richard E. Boyle	611	Electrician Helper
Einard J. Wilson	606	Shipwright Helper
John P. Koehler	610	Electrician Specialist
Robert C. Jackson	702	Electrician
Pete Grotting	1635	Machinist
Andrew Johnson	616	Shipwright
Joyce Kanoff	615	Clerk
Wayne Poysky	1781	Machinist



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